



Galt Traffic

Galt Airport, Greenwood, IL (10C)



The monthly newsletter from Galt Airport and EAA Chapter 932

October 2013

Picture of the Month



This month's feature photograph was taken by Peter Wachter, IDSA. Peter got up at 4:30 a.m. on June 28, 2013 to capture this amazing shot of the tower at Oshkosh while he was working there as an EAA volunteer.

Learning to Fly at 68

Part Eight: Ed turns 69!

By Ed Moricoli, Student Pilot

You may recall from the last chapter [in the August issue of Galt Traffic] that the FAA wanted me to complete the stress test at 100%. However, my leg problems had already prevented me from doing that. I was in a real quandary as to what to do and quite frankly I was down in the dumps big time! I had called the FAA several times to plead my case but to no avail. My cardiologist at that time would not re-test me because he was satisfied with my results at 87%.

Now fate intervened on my behalf! My family physician changed service providers therefore I had to

find a new cardiologist. Believe me the light at the end of the tunnel suddenly became brighter for me.

So off I went to see my new heart doctor, one who had treated me many years ago. I met with him and explained my situation and he suggested that I see a surgeon regarding my legs for possible circulation problems. He referred me over to a surgeon to see if that was an option.

I went through the process of treatment for circulation and the results were good. So I went back to my cardiologist for another heart consultation. In our discussions he

Continued on page 2.

Editor's Note

It may be October already but there are still plenty of aviation events going on at airports in Northern Illinois and Southern Wisconsin. If you are wondering what to do, here are a few of the fun events that are planned for this month.

On October 5th **EAA Chapter 22** will host their fall fly-in drive-in lunch from 11:00 - 3:00 at Cottonwood Airport (1C8) near Rockford, IL.

On Sunday, October 6th you can attend **EAA Chapter 1177** Fall Colors Fly-in Breakfast at Palmyra Airport, WI from 8:00 to noon.

In addition to our EAA Chapter 932 meeting on the 12th there are several other events being held in the area on that day;

Hartford Municipal Airport (HXF) is holding their Fall Follies and a Chili Cook Off lunch to celebrate another great season of general aviation. Lunch will be from 11:00 to 1:00 and the Follies begin at 1:00. Follies include a spot landing contest, a balloon chase, a pumpkin drop and short field takeoff and landing competition.

EAA Chapter 790 will be having a Young Eagles rally at Lake in the Hills, IL (3CK) 9:00 to noon.

And if you like homemade pie (and who doesn't?) there is the Pork 'n' Pie Feast at **Ogle County Airport**, Mt. Morris, IL (C55) on Sunday, October 13th from 11:00 to 3:00.

Also on the 13th, **EAA Chapter 1414** is holding a Fly-in/Drive-in pancake breakfast and Young Eagles rally at Poplar Grove, IL (C77) from 7 to noon.

The fun isn't over yet!

Beth Rehm, Editor

Continued from page 1.

wondered why my former cardiologist had not tried the stress test using chemicals. That's when a light bulb went on in my head!

The next day I called the FAA to find out if they would accept a chemical stress test and the good news was that they would, if a letter was written by my doctors as to the reason why it had to be done with chemicals. You cannot imagine how excited I was that I might yet accomplish my mission to get my medical certification!

My doctor set up the stress test and I went through the usual process of pre-testing for the stress test. For those who have not taken a stress test, I will tell you that it's a three to four hour procedure which includes x-rays of the heart and arteries around it. The date of the test was July 29th, 2013, a couple of days after the test I was informed that I had passed it with flying colors. I was delighted and very relieved.

Now I had to get my Aviation Medical Examiner (AME) and my cardiologist to write letters to the FAA regarding the use of a chemical stress test, which they mailed to the FAA on August 7th. A week later I called the FAA and discovered that they had not received the paperwork in the proper office but they said it might be still in their mail room to be scanned and sent to the proper building for review.

A week later I called the FAA again and found that the paperwork had been scanned and sent on to be reviewed, that was August 19th. It took 12 days to get to the proper office of the FAA!

Over the next four weeks I called the FAA several times to see if they had the results yet and had made a decision. Each time I called the answer was the same, "NO!" My stomach was tied up in knots not knowing what the decision would be.

On September 19th, 30 days after the FAA received my paperwork I called again, with expectations of the same answer. This time I was rewarded for my efforts; they told me I passed the medical! Holy cats and jammers I was in seventh heaven to say the least! The first person I called with the news was my mentor Neil Anderson and he was just as happy as I was, you should have heard his voice, it was something to hear.

My journey to pass my medical has taken approximately 10 months, two stress tests and I lost count of how many other tests I went through, but it was all worth it. I never thought I had so much determination to see this through! Now it's time to get busy and work on getting my solo, taking the written and then I will have to face the flight examiner! I am not sure when I will accomplish this but after what I have been through to get the medical clearance, rest assured I will accomplish my goal of getting my license!

I would like to pass along some advice to others in my situation. I

could have gone in a different direction and the procedure to get a license would have been a lot easier if I chose to get a Sport Pilot license but that was not my case. I opted to train at Galt and at that time there was not a light sport aircraft available. I think in the future the Galt flight school might get one. Also, hopefully the FAA will see the light and change the rules on licensing to make it easier for those who want to fly recreationally. The best decision I made so far was to get my training at Galt! For those of you who are flying now and find themselves in a similar medical situation as mine, do not give up! I didn't and I got my clearance. Eventually!

Ed Moricoli was born and raised in Woodstock and spent 30 years working for Prudential Insurance before retiring. He is now a bailiff in a felony court room for the McHenry County Sheriff's Department. He is learning to fly at Galt Airport and is an active volunteer with EAA Chapter 932.

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Favorite Fly-out Destinations: Madeline Is. (4R5)

By Captain Jeff Hill, Sr., TWA
1964-1997

Madeline Island is the largest of the Apostle Islands group of islands in southwestern Lake Superior and the only one that is inhabited. It is fourteen miles long and three miles wide at its widest point. This area was originally home to the Ojibwa Indians but the first French fur traders arrived in the 1600s and later it became home to John Jacob Astor's American Fur Company (founded, 1816).

It is not only Madeline Island that is of interest, however, it is the whole area including the other Islands, and the area around Chequamegon Bay, pronounced *Che-wom'-agon* - a local once coached me: *'She warm again?'* (Not likely!) The cities of Bayfield, Ashland and La Pointe are all interesting places and the airport is only a mile from La Pointe. Once in La Pointe you can take the ferry to Bayfield where everything tourists crave can be found. Bayfield has a 'busy calendar' awaiting you - of special interest is their fall Apple Festival blowout, an 'end of summer' celebration. If you are in the mood for a gourmet brunch or dinner, don't miss the Rittenhouse Inn.

In Bayfield you can also book boat tours of the Islands. There is a lot



Madeline Island was named after Madeleine Cadotte, daughter of Chief White Crane and wife of fur trader Michel Cadotte.

to see! Along with much beautiful scenery are old lighthouses and the quarries from which the famous brownstone comes. When the Erie Canal was completed in 1825, brownstone could be shipped from the Islands to Albany NY, then down the Hudson River to New York City (and others) where it was made such good use of in the nineteenth and twentieth centuries. There are also several wonderful brownstone buildings in the local area. The City

Hall in Ashland (1893) is a good example.

Ashland has a long and glorious history, located on a safe harbor on the busy inland waterway

between Minnesota and New York, with dozens of U.S. and Canadian ports all along the way. When my Dad was born there in 1910 it was a roaring boomtown. It was served by four (or five?) major railroads. There were huge ore loading docks where iron ore trains from the open pit mines dumped their cargos into the ore boat barges, such as the ill-fated *Edmund Fitzgerald*, that hauled it to the 'rust belt' on the southern shores of Lakes Michigan and Erie. The fruit of the virgin white pine forests shipped out of Ashland as well as the brownstone from the Apostle Islands. The fur trade was still very much alive. The Hotel Chequamegon opened in 1877, burned several years later and was rebuilt one block east and on the other side of the street, now having water frontage on the Bay. It was, and still is, the best the North has to offer. Be sure to check it out, if only for a quick visit to the great restaurant and bar.

I guess I was always a little reluctant to tell people that the roots



An aerial view of Major Gilbert Field Airport, La Pointe on beautiful Madeline Island, WI.

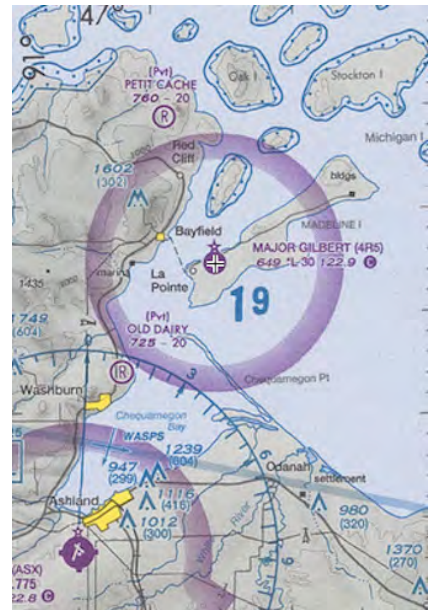
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of my paternal ancestry lie in the frigid wilderness of northern Wisconsin, Ashland County, to be specific. My Dad's maternal grandfather, a Civil War veteran, was given a 40 acre homestead by the U. S., just SW of Ashland, somewhere right around where the airport is today. But, after seeing a *Big Top Chataqua* performance, which celebrates the legacy of the area through the performing arts, the accent being on that great inland sea, Lake Superior, I am now proud of the fact. If you get a chance, be sure to take in the show, www.bigtop.org/. There is a free

shuttle from Bayfield to the Big Top performances.

Neither fuel nor services are available at 4R5, and you will need to bring your own tie downs. There is fuel and a full service FBO at nearby Ashland's John F. Kennedy Airport (ASX) – so named because it was JFK's very last trip before Dallas to dedicate the Apostle Islands National Lakeshore in the fall of 1963. You will see a large picture of him alighting from Marine One in the GA terminal / FBO. There is a courtesy car available to some lodgings and restaurants and you can also rent bicycles and mopeds.



La Point, WI Airport Information

Distance from Galt: 282.1nm

Elevation: 649 feet

CTAF: 122.9

Runway: 4/22, asphalt, 3000 x 75 ft.

Instrument Procedures:

RNAV (GPS) RWY 04

RNAV (GPS) RWY 22

For more information about the area visit the following websites;

<http://www.nps.gov/apis/index.htm>

<http://www.apostleisland.com/schedule.php>



The winter extension of County Hwy H from Bayfield to La Pointe known as the 'Ice Highway'. When the ferry has ceased operations for the winter and the ice is thick enough, a roadway is marked and is officially a county highway – all state motor vehicle code laws apply. After Christmas, Christmas trees are collected and placed along the route as markers as blowing snow can make the route difficult to follow.

Do you have a favorite fly-out destination? If so we'd like to hear about it so we can share it with our readers who are always looking for somewhere interesting to fly to. Please send your ideas to editor@eaa932.org.

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Journey to the Black Hills; Part 2

By Captain Eric Rehm

In August's issue of GT I wrote about Beth and me flying to Rapid City, South Dakota. I managed to take up two whole pages just describing the flight there and I promised to write again about our adventures after we arrived. Hopefully you have all been waiting patiently for my follow-up article (I got bumped from the September issue which was all about Oshkosh) and if not, well I understand... sort of.

First a brief, inadequate history lesson and geography course. The Black Hills are a small isolated mountain range tucked in the Southwest corner of South Dakota extending into Wyoming. They are the ancestral home of the Native American Lakota tribe who named the mountains, roughly translated, the "Black Hills" due to the black bark that grows on the Ponderosa pine trees which cover the range.

The Black Hills have the highest peaks in the US east of the Rockies with Harney Peak reaching 7,244 feet. Rapid City is in the eastern foothills of the range and is also the largest city nearby. However there are many



Eric hiking in the Badlands National Park, SD.

small towns that dot the Black Hills

and all are within a short driving distance of one another. We visited Hill City, Keystone and Custer. Lead, Deadwood and Sturgis are also fairly close by.

I booked us at two different Bed and Breakfasts for the stay. We were only staying for four days but for some reason bookings were high that week and I couldn't get four days in either of them. (A word of caution, do not plan to stay during the Sturgis motorcycle rally [unless you are going there for the rally]. The locals told us that everything is booked full for that entire week in all of the neighboring towns.)

I know there are people who stay away from bed and breakfasts but we have always had good luck with them. I usually book through www.bedandbreakfast.com and so far it has never let me down.

Our first two days we stayed at the Sweetgrass Inn Bed and Breakfast. It was only twenty minutes from the airport and although it was close a major road, it was still really

quiet.

The room was really more of a suite with a jacuzzi tub and our hostess was wonderful and a great cook too.

The second two nights we stayed at the Coyote Blues Village Bed and Breakfast. This was a bit farther out of town but the setting was well worth the drive. It was truly in the mountains and was situated at the top of a big hill overlooking a meadow.

We had a very nice room which opened out onto a private patio with a table, chairs, two chaise lounges and a private jacuzzi. The only thing you could hear was the wind in the trees and we watched deer graze in the meadow.

The place is run by a German couple who could not have been nicer. We left early on our last day before they served breakfast to everyone so our hosts baked some fresh bread early, and sent us off with fruit and sandwiches that had at least a pound of meat and cheese between the slices of bread. You don't get that

Continued on page 6.



Eric at Mount Rushmore.

Continued from page 5.

kind of service at a Holiday Inn!

There is plenty to do in the area and we tried to pack in as much as we could in the short time we were there. Our first stop was the Mount Rushmore National Memorial. I think everyone in America has seen a picture of the place but seeing it in person was a treat. They have upgraded the park recently with an impressive entrance where we rented a guided audio tour for \$5. There is a nice walking path that takes you right up to the monument. You can literally look straight up George Washington's nose.

On our second day we drove out to the Badlands National park which is about an hour east of Rapid City. The Badlands were named by some French explorers as a kind of warning. It's a bit like a mini Grand Canyon in its topography and is very arid and hot. In fact the Badlands averages at least 10 degrees hotter than nearby Rapid City. The park is

quite large but has roads throughout so you can see quite a lot without having to hike everywhere.

Hiking is allowed anywhere but visitors are warned to make sure they bring sun screen and plenty of water. Beth and I hiked a few of the marked trails and were treated to some really great views and interesting hiking. There is also a modern visitors center with covered picnic areas. We both found it stunning and I think Beth liked the Badlands the most of all of the sites we saw.

The Needles Scenic Byway is another can't miss attraction in my opinion. It is a section of South Dakota Highway 87 that runs through Custer State Park. The road is a windy two lane road cut into the hills amongst some huge rock formations and affords some really fantastic views as well as several tunnels through the rocks. There are some really cool hiking trails as well which we didn't get to walk but are on my list for a return trip.



Black Hills Central Railroad Steam Engine #110 took us from Hill City to Keystone and back, very, very slowly!

We also managed to do some horseback riding and ride on a real steam train in a refurbished Pullman Car from Hill City to Keystone and back. We would have liked to have seen and done more and spent some time just relaxing as the Black Hills is a peaceful place, but we ran out of time.

We found a few good restaurants to recommend. Breakfasts were taken care of and we packed picnic lunches so that just left dinner. We ate pizza in downtown Rapid City at BeauJo's. They had a huge menu to choose from with some very different combinations and the pizza's were awesome. The Powder House in Keystone is definitely worth a visit and I had the BBQ buffalo short ribs which were delicious.

We also visited the Prairie Berry Winery in Hill City. We had gourmet sandwiches for dinner and sampled the wine. They make their own by importing grapes as well as using some local grapes and berries. They do an exceptional job and I actually bought a couple of bottles to take home. I really liked the Buffalo Berry

Continued on page 7.



Dr. Erika Cleland

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Continued from page 6.

Fusion which was a blend of elderberries and buffalo berries (found locally and so called because Buffalos rub against the thorny plants on which the berries grow to help them shed their winter coats).

We got up early on our last day to try to beat the heat and avoid any weather that was threatening our route. We ended up enjoying good VFR the whole way home and the Stratus ADS-B receiver showed the weather staying well to the south of us. We lucked out with great tailwinds (we showed 195 knots groundspeed at one point in level flight) and made the trip non-stop in only 3 hours 45 minutes.

If you can't tell, I really enjoyed the trip. The flying was a piece of cake and the distance, although a bit farther than our usual flights, did not make for unreasonably long enroute times. The lodging was very



The Coyote Blues Village Bed & Breakfast is nestled among the Ponderosa pine trees about twenty minutes outside Rapid City, SD.

reasonable in price and most of the places we visited were national or state parks which charged a nominal entrance fee.

So, if you are sitting around the hangar wondering where you should fly to next, I would suggest as someone once said, "go west young man."

Eric Rehm is the Chief Pilot for American Eagle Airlines at O'Hare and a Captain on the Embraer RJ145. He has been flying since he was fifteen, is a CFII and has accumulated over 6,600 flying hours. He owns a 1984 Mooney M20J based at Galt (N57252).

Galt Traffic Classifieds

BAD ELF GPS FOR SALE

For sale: Bad Elf GPS original model. Plugs into iPad/iPhone/iPod Touch, pre-5th generation. Like new. \$55. Contact Susie Sarge at ssarge@owc.net.

BUY A CHAPTER 932 MUG, HAT or T-shirt

We are now selling various items featuring the EAA Chapter 932 logo to raise money for the chapter.

We have coffee mugs for \$8.50 each and baseball hats for \$22 each. We are also selling the very cool Barnstormer Days t-shirts for \$17 each. We still have Large, Medium and Small sizes left. If other sizes are



required we can special order them for you. The shirts are available from the FBO at Galt.

You can buy the mugs and hats at chapter meetings, airport events or any time you see me at the airport! If you want to reserve an item just send me an email at editor@eaa932.org.

SCRAP METAL RECYCLING

Recycle your old appliances such as grills, water heaters, etc. and other metal objects. Call Rafael Gonzalez at 815-354-2973 to arrange collection.

ADVERTISE IN GALT TRAFFIC

EAA Chapter 932 members may advertise in the Classified section for free, which is one of the benefits of joining the chapter! We also sell ad space on other pages of the newsletter to raise money for the chapter.

Please contact the editor to discuss your advertising needs at editor@eaa932.org.

Remembering Mark Othick

It is with great sadness that we pass on news of the death of one of our EAA Chapter 932 members. **Mark Othick** died unexpectedly on September 11. He was only 54.

Mark was a devoted husband, father and grandfather and a long time employee and supervisor at Intren (formerly Trench It). He loved golf and flying.

He was an EAA member and enthusiastic powered parachute pilot who told me he looked forward to the calm summer mornings and evenings when he could get out and fly.

He held a Sport Pilot rating and loved to take other people flying with him. "All they had to do was ask and he would say 'let's GO'" said his friend **John Sosnowski**. I can attest to that... he offered to take me up on more than one occasion and took my husband Eric for a flight during the Galt Flour Drop contest a few years ago.

"He was a great guy and was the person who got me interested in powered parachutes along with **Tim Whiston**" John said in an email.

That just goes to show how infectious Mark's enthusiasm for the



EAA Chapter 932 member Mark Othick, 1959 - 2013

sport was. Whenever I saw him at Galt he was always so passionate about flying and eager to share that with others.

Mark couldn't make it to all of our meetings and events but whenever he could he was a willing and active volunteer. When I asked him to bring his powered parachute for "show and

tell" at a Young Eagles rally a while back he jumped at the opportunity and even brought some friends along too!

He was also kind enough to send me photographs of some of his powered parachute adventures and we featured one of Mark's pictures in the May 2010 issue of Galt Traffic. That was very soon after I took on the job of Editor and I was very grateful to Mark for his support of the newsletter and his willingness to contribute to the publication.

Mark was a wonderful person and he will be deeply missed by everyone who knew him.

I want to thank Mark's good friends and fellow powered parachute pilots/enthusiasts John Sosnowski and Tim Whiston for sharing their thoughts and photographs with us.

You can view more pictures of Mark on a web page Tim set up at <http://whiston.ws/Mark%20Othick/>





Airport Technicalities

A monthly report from Justin Cleland, Airport Manager, Galt Airport.

I have to tell you, this new thing where I only have great news to report each month? It's kind-of growing on me. Ha!

We are very excited (yet again) to announce the newest addition to our training/rental fleet, a beautiful Cessna 182! I know I'm biased, but as far as airplanes go... this one is REALLY nice. If you don't have any C-182 time in your logbook (or even if you do), you owe it to yourself to go for a flight. This is a true 4 seat, cross-country airplane that can carry you and your friends/family 300NM in about 2 hours. The cabin is wider on the inside so everyone is comfortable, AND it's equipped with an altitude/heading hold auto-pilot so the workload at altitude is substantially reduced.

Personally, I've loved these airplanes for a very long time. There are only a handful of planes in general



The latest addition to the growing Galt fleet, Cessna 182, N31AJ.

aviation that found a nice balance between speed and economy, and this is one of the best examples. So, if you're interested taking N31AJ for a ride, let me know. Also, at 230 Horsepower, the C-182 qualifies as a "High Performance" airplane, so if you never got that endorsement in your logbook, I'd be happy to help!

We'd also like to welcome Rebekah Busse back to our Galt family! Many of you remember Rebekah from the 2010 and 2011 summers when she worked in the FBO. She recently finished a year-long internship at the Appleton, WI airport, and immediately came running back to the best airport there is! I'm just kidding, we're very happy (and very lucky) to have Rebekah back at Galt again. Next time you're at 10C, don't forget to stop in and say hello.

Finally, on October 1st, we are going to make the switch over to "Winter" FBO hours, 0800-1700. As always, if you need anything after 1700, just give us a call... we're happy to help.

Flight School News

Congratulations to **Ryan Zbierski** on his first solo. Ryan is learning to fly with Chief Flight Instructor, **Justin Cleland, CFII**.

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EAA Chapter 932 News

President's Message

From Bruce Schottland, President, EAA Chapter 932

For those of you who may have missed it, we recently had our second Galt Airport outdoor movie night. We pulled out the EAA grill and everyone brought a dish to pass. I was impressed with some of our chapter members' culinary prowess.

After a delicious dinner outside we watched the movie "Red Tails" on the chapter's giant movie screen on the lawn in front of the stage. It was a wonderful night and a nice cap to the summer. Thank you to all who shared the evening.

But I write this now during the last week of summer. I am inclined to lament the coming of cold weather, but there is, of course, opportunity here.

We have beautiful fall colors to look forward to and for pilots, this allows for a unique opportunity. Viewing the autumn leaves from the air is a spectacular way to take it all in and those who fly enjoy this special privilege. I encourage our members to use this occasion to introduce friends and family to flight in a small aircraft. What better first flight could there be? In addition to the scenery, the cool air is great for flying and more comfortable for new passengers than the summer bumps and stifling humidity.

I would also like to take this opportunity to remind all chapter members that the annual chapter elections are coming up. If you are interested in volunteering to serve as president or vice-president please email me at president@eaa932.org or talk to Mike, Beth or Jean.

The new chapter officers will be elected at the November meeting and installed at the December meeting.

Each position is a two year term. Remember that this is a volunteer organization. For it to continue working, we need fresh volunteers.

Lastly, remember that on October 12th we are resuming our normal meeting schedule. We meet on the second Saturday of every month at the Galt Airport FBO at 10:00. We usually have a great turn out and just about every month it seems we welcome some new members. It's a good opportunity to stay on top of chapter activities and a great way to spend a Saturday with good friends at the airport.

I encourage you to join us.

Welcome New Chapter 932 Members

Please join me in welcoming the following new chapter members who joined the chapter at the movie night on September 14th.

- Sean Stephens
- Michael Hagy

Chapter Receives Generous Donation

We are very grateful to the **Neighbors Helping Neighbors Charity of McHenry** for their generous donation of \$150 to the chapter.

The donation was made in return for the use of the chapter's tent for one of their fundraising events.

Neighbors Helping Neighbors is a nonprofit group that helps struggling families with home repairs they may not be able to afford otherwise.

The donation was presented to us by chapter member **Rafael Gonzalez** at the movie night event.



Scan this QR code with your smartphone to see an EAA video retrospective that honors Paul Poberezny's life and unique contributions to aviation.



EAA Chapter 932 is a local chapter of the Experimental Aircraft Association (EAA) based at Galt Airport (10C) in Greenwood/Wonder Lake, Illinois.

Established in 1989, we are a 501(c)(3) corporation and a registered charity in the State of Illinois (CO#01065208).

EAA (<http://www.eaa.org>) is an international organization of members with a wide range of aviation interests including vintage aircraft, aerobatics, warbirds and amateur builders.

EAA Chapter 932 meetings are usually held at Galt Airport on the second Saturday of the month. Check our web site for more information about the chapter and events and activities at <http://www.eaa932.org>.

Galt Airport / EAA 932 Calendar of Events

- Oct 5** FAASafety Team Seminar, Blue Skies Flying Services, Lake in the Hills (3CK). 9:30 a.m. GL0351912.
- Oct 6** Chapter 1177 Fall Color's Fly-in Breakfast, Palmyra, WI (88C). 8:00 a.m. to noon.
- Oct 12** Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m. in the FBO.
- Nov 9** Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.
- Dec 14** Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.

Other Aviation Events

Find more aviation events online at the following sites;

www.eaa.org/calendar/

<http://www.fly2lunch.com>

www.aopa.org/pilot/calendar

<http://www.avweb.com/calendarevents>

<http://www.dot.wisconsin.gov/travel/air/aviation-events.htm>

<http://www.flyincalendar.com>

<http://socialflight.com/index.php>

<http://www.flyins.com>

<http://www.pilotsofamerica.com>

<http://www.generalaviationnews.com/calendar>

Free AOPA Safety Seminars

The Aircraft Owners and Pilots Association Air Safety Institute offers free live and recorded safety seminars. Most of these programs qualify for FAA Wings Credit. You can search for seminars by state or topic at <http://www.aopa.org/asf/seminars/seminar.cfm>.

FAA Wings Safety Seminars

The Federal Aviation Administration (FAA) Safety Team sponsors thousands of aviation safety seminars throughout the country each year. These interesting and informative seminars include a variety of important safety topics designed to reduce risk and increase the level of safety in aviation operations. Most courses are free and provide credits for the WINGS program. You can search for seminars by keyword or location at <https://www.faa.gov/SPANS/events/EventList.aspx>

Free EAA Webinars

The EAA offers free webinars on a variety of educational and entertaining topics from building and restoring aircraft to regulatory issues, to historical lessons and everything in between. You can participate in the live sessions or watch later at your convenience. Visit the EAA Webinars web page for the latest schedule and to register at http://www.oshkosh365.org/ok365_contentdetail.aspx?id=1258.

EAA SportAir Workshops

EAA SportAir Workshops offer weekend workshops that will launch you on the most satisfying and rewarding adventure of your life. These courses will prepare you to build your own airplane. Get hands on with skills and techniques to complete your amateur build aircraft. You'll gain the skills and most importantly, the confidence to take you all the way to that first fabulous flight. To learn more about upcoming workshops and special EAA member tuition for the courses, call 800-967-5746 or visit <http://www.sportair.com/workshops/index.html>.

EAA Chapter 932 Officers and Contacts

President: Bruce Schottland (847) 912-5122 president@eaa932.org

Vice President: Beth Rehm (847) 530-8014 vp@eaa932.org

Secretary: Mike Evans (312) 445-8866 secretary@eaa932.org

Treasurer: Jean Forni (815) 675-6897 treasurer@eaa932.org

Newsletter Editor: Beth Rehm (847) 530-8014 editor@eaa932.org

Webmaster: Patrick Hoffmann (847) 774-1599 webmaster@eaa932.org

Aviation Club Coordinator: John Theriault (815) 236-2445 aviationclub@eaa932.org

Young Eagles Coordinator: Esther Medina (815) 648-4798 youngeagles@eaa932.org

Technical Counselor: Vacant

Web Site: <http://www.eaa932.org>

Facebook: <http://www.facebook.com/pages/Galt-Airport-Young-Eagles/116543021696619>

Galt Airport Information



Galt Field Airport

5112 Greenwood Road
Greenwood/Wonder Lake
IL 60097

Airport Business Hours

8:00 a.m. to 5:00 p.m. Monday through Sunday (Winter hours)

Airport Manager: Justin Cleland

Phone: (815) 648-2433 Email: FBO@galtairport.com

Director of Maintenance: Brian Spiro

Phone: (815) 648-2642 Email: Maintenance@galtairport.com

Office: Anna Cooper

Phone: (815) 648-2433 Email: Office@galtairport.com

Web Site: <http://www.galtairport.com>

Facebook: <http://www.facebook.com/GaltAirport>



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